

**Amendments to the Claims:**

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1-36. (canceled)

37. (currently amended) An internal combustion engine installation (10), ~~which has comprising:~~  
a directly injected gasoline engine (12), which is ~~not adapted for~~ capable of operating in a stratified manner or is adapted for operating in a stratified manner only to a small extent in terms of all operation points of the direct injected gasoline engine: slightly if at all, and  
a catalyst system (16), which is downstream from the directly injected gasoline engine (12) and has at least one catalyst (18), ~~wherein characterized in that the catalyst catalyst system~~ (16) has a total catalyst volume (KV) of less than  $0.8 \times$  the engine displacement (VH) or of less than  $1.3 \text{ L per } 100 \text{ kW}$  of rated horsepower (PNENN), and that the average specific noble metal loading of the at least one catalyst (18) of the catalyst system (16) is less than  $3.59 \text{ g/dm}^3$ , a the total mass of noble metal of the catalyst system at least one catalyst (18) being less than 2 g per liter of engine displacement (VH) or less than 3.5 g per 100 kW of rated horsepower (PNENN) of the directly injected gasoline engine.

38. (currently amended) The internal combustion engine installation of claim 37, wherein ~~characterized in that the catalyst system~~ (16) has a total catalyst volume (KV) of less than  $0.7 \times$

the engine displacement (VH) ~~or and especially a~~ total catalyst volume (KV) of less than 0.6 x the engine displacement (VH).

39. (currently amended) The internal combustion engine installation of claim 37, wherein ~~characterized in that the catalyst system (16) has a~~ total catalyst volume (KV) of less than 1.15 L per 100 kW of rated horsepower ~~or (PNENN) and especially of less than 1.00 L per 100 kW of~~ rated horsepower.

40. (currently amended) The internal combustion engine installation of claim 37, wherein ~~characterized in that the catalyst system (16) consists of~~ one of the following:

(a) at least two catalysts (18), arranged in parallel,

(b) ~~or of a main catalyst catalysts (22) with at least two pre-catalysts (20) pre-catalysts,~~  
arranged in parallel,

(c) a main catalyst with a pre-catalyst, or

(d) ~~of at least two main catalysts (22), arranged in parallel,~~ wherein each of the two main catalysts have with in each case at least one pre-catalyst (20).

41. (currently amended) The internal combustion engine installation of claim 37, wherein ~~characterized in that the average specific noble metal loading of the at least one catalyst (18) of~~ the catalyst system (16) is not more than 2.87 g/dm<sup>3</sup> ~~or and especially not more than 2.15 g/dm<sup>3</sup>.~~

42. (currently amended) The internal combustion engine installation of claim 37, wherein ~~characterized in that the pre-catalyst or pre-catalysts (20) have a specific noble metal loading, which is higher by up to 70%, especially by up to 50% or and preferably by up to 30% than that of the main catalyst or catalysts (22).~~

43. (currently amended) The internal combustion engine installation of claim 37, ~~characterized in that~~ wherein the total mass of noble metal of the catalyst system (46) is less than 1.6 g per liter of engine displacement (VH) of the gasoline engine (12), especially less than 1.2 g per liter of engine displacement of the gasoline engine, preferably at less than 1.0 g per liter of engine displacement of the gasoline engine or and, particularly preferably, less than 0.8 g per liter of engine displacement of the gasoline engine.

44. (currently amended) The internal combustion engine installation of claim 37, ~~characterized in that~~ wherein the total mass of noble metal of the catalyst system (46) is less than 3 g per 100 kW of rated horsepower of the gasoline engine (12), particularly less than 2.5 g per 100 kW of rated horsepower of the gasoline engine, preferably less than 2.1 g per 100 kW of rated horsepower of the gasoline engine or and particularly preferably less than 1.7 g per 100 kW of rated horsepower of the gasoline engine.

45. (currently amended) The internal combustion engine installation of claim 37, wherein ~~characterized that the at least one catalyst (18) or the at least one pre-catalyst (20) is at a distance~~

of less than 800 mm millimeter-exhaust gas pipeline length from ~~a~~ the-nearest outlet valve of the gasoline engine (12), particularly-less than 500 mm of-exhaust gas pipeline length ~~from the~~ nearest outlet valve of the gasoline engine or and-preferably-less than 300 mm of-exhaust gas pipeline length from the nearest outlet valve of the gasoline engine.

46. (currently amended) The internal combustion engine installation of claim 40, characterized ~~in that~~ wherein the at least one pre-catalyst (20) and the at least one downstream-main catalyst (22) are at a distance of more than 100 mm from one another, wherein the at least one main catalyst is downstream with respect to the at least one pre-catalyst.

47. (currently amended) The internal combustion engine installation of claim 40, wherein characterized ~~in that~~ the at least one pre-catalyst (20) has a volume of not more than 70% of the at least one main catalyst, particularly-a volume of not more than 50% of the at least one main catalyst, or and-preferably-a volume of not more than 30% of the at least one downstream-main catalyst, wherein the at least one main catalyst is downstream with respect to the at least one pre-catalyst (22).

48. (currently amended) The internal combustion engine installation of claim 37, wherein characterized ~~in that~~ the catalyst or catalysts of the catalyst system (16), especially-of the-at least one catalyst (18) or the-at least one main catalyst (22), are based on a ceramic support.

49. (currently amended) The internal combustion engine installation of claim 38, wherein  
~~characterized in that the catalyst or catalysts (18) or main catalysts are (22),~~ based on a ceramic  
support and, have a cell density of more than 500 cpsi, wherein a ~~and that the product of cell~~  
density (in cpsi = cells per square inch) and cell wall thickness (in mil = thousandths of an inch)  
is less than 2700, corresponding to 0.1063 when the cell density is expressed in cells per square  
millimeters and the cell wall thickness is expressed in millimeters.

50. (currently amended) The internal combustion engine installation of claim 40, wherein  
~~characterized in that the~~ at least one pre-catalyst (20) has a support based on metal foil.

51. (currently amended) The internal combustion engine installation of claim 40, wherein  
~~characterized in that the~~ at least one pre-catalyst (20) has a cell density of more than 500 cpsi and  
that the product of cell density (in cpsi = cells per square inch) and cell wall thickness (in  $\mu$  =  
thousandths of a millimeter) is less than 30,000 corresponding to less than 46.5 or and preferably  
less than 20,000; corresponding to less than 46.5 ~~and preferably less than 31~~, when the cell  
density is expressed in cells per square millimeter.

52. (currently amended) The internal combustion engine installation of claim 37, wherein  
~~characterized in that the~~ gasoline engine (12) is adapted for ~~capable of~~ stratified operation in less  
than 7% of all operating points of the gasoline engine, ~~especially in~~ less than 5% of all operating

points of the gasoline engine or ~~and preferably~~ in less than 3% of all operating points of the  
gasoline engine.

53. (currently amended) The internal combustion engine installation of claim 37, characterized  
in that the gasoline engine ~~(12)~~ is naturally aspirated.